PAs, C-LINERS & FL9s

New York New Haven and Hartford

NEW HAVEN
DIESEL LOCOMOTIVES
VOLUME 3

Robert A. Liljestrand
&
David R. Sweetland

NEW HAVEN DIESEL LOCOMOTIVES

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PAs, C-LINERS and FL9s

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&

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DEDICATION

To J. W. Swanberg, author of the book New Haven Power 1838-1968. After starting with the New Haven in 1961, he held management positions with the New York Central, Penn Central, Conrail and retired as Lead Trainmaster at New Haven for Metro-North in January 2000. Jack has helped us by providing technical information and editing for many books on the New Haven.

ACKNOWLEDGEMENTS

This book is based on the collection of black and white negatives owned by Robert A. Liljestrand. Text and captions were written by David R. Sweetland and word-processed by Carol Owens. J.W. Swanberg edited the book and furnished technical information. Ross Sweetland designed the cover.

FRONT COVER PHOTOS:
TOP PICTURE- Alco builders photo of #0767 at Schenectady. (Bob's Photo collection)
BOTTOM PICTURE- FL9 #2003 was at Motor Storage in New Haven, CT on September 12, 1957. (David R. Sweetland)

REAR COVER PHOTOS:
TOP PICTURE- C Liner #793 departed Springfield station on October 17, 1954, with a train for New Haven. (David R. Sweetland)
BOTTOM PICTURE- Alco builders photo of #0773 at Schenectady. (Bob's Photo collection)

TITLE PAGE PHOTO: Train #104, DAY CAPE CODDER, PA-1 #0763 with seven cars passed through Old Saybrook on June 22, 1957. Train #104 was a daily train that year from June 21 to September 7. (Ed Hermanns)

CLASS DER-3

CLASS	ROAD NO.	BUILDER	MODEL	DATE BUILT
DER-3a	0760-0769	ALCO	PA-1	8-9/48
DER-3a	0770-0786	ALCO	PA-1	1-3/49

In late 1944, Alco made the decision to change from its 241 diesel engine to the model 244 for its production engine and placed it on a fast track for manufacture. The first model 244 diesel engine was completed in October 1945 at the Auburn plant, a 12-cylinder engine for road testing. The 16-cylinder 244 diesel engine rated at 2000hp followed in 1946. Alco's first 2000hp passenger cab unit using the 16-cylinder 244 diesel engine was completed at Schenectady on June 27, 1946, in a black carbody numbered 51 along with a B-unit also numbered 51. These two units later became AT&SF 51 and 51A in September 1946, part of an A-B-A passenger set. The A-units were built under specification DL304 (later called the PA-1), 65-feet 8-inches long and with a nominal weight of 303,000 pounds. Electrical equipment included a General Electric G566C1 main generator and GE 746 traction motors. Five gear ratios were available from 64:19 for 80 MPH operation to 58:25 for 117 MPH. The locomotive specification changed to DL304A (for the A-unit) in November and December 1946 with improvements to the model 244 diesel engine and the replacement of GE776 traction motors with GE 752 motors which increased the haulage ratings for the unit.

The New Haven placed an order for ten PA-1 units for delivery in 1948 as the railroad continued its dieselization plans. Built by Alco in August and September 1948, they were delivered in a warm orange color scheme with silver gray pin stripes and a green roof. With 40-inch wheels, the units had a 64:19 gear ratio for 80 MPH operation, the same as a DL-109. Coupler covers were the order of the day and no MU connections were built on the nose end of the units. The first unit, #0760, was shipped on August 4, 1948, and the last one, #0769, on September 28. Each New Haven unit had a 1200-gallon fuel tank and a 1300-gallon water storage tank for the Vapor steam generator.

New Haven's second order for PA-1 units came the next year, a seventeen-unit order for units built in January through March 1949. Number 0770 was shipped from Alco on January 25, 1949, and #0786 on March 30. The 1949 group came painted in Pullman green with Dulux gold (yellow) stripes. At the first repainting, the original ten PA-1 units were repainted into this color scheme. Starting in 1953, the gear ratio for the PA-1s was changed to 62:21 for 90 MPH.

After the arrival of Patrick McGinnis as President of the New Haven, the color scheme changed to red, white and black with the red on the nose and top panel, black on the middle side panels and white on the lower carbody panels. Only three PA-1 units, #0760, 0767 and 0785, were painted that way in 1955 before the August change to red on the bottom and white on the top for the side carbody panels.

Missing truck parts and batteries removed, PA #0760 was ready for the scrap line at New Haven. First of the fleet, #0760 worked first in passenger service then moved to freight operations in the early 1960s.

One of the three PAs repainted in the original McGinnis color scheme, with white on the bottom panel, #0760 was at Maybrook NY on a special railfan trip in 1955. Number 0760 was the first of New Haven's fleet of 27 PA 2000hp passenger units. (R. L. Wonson)

In its McGinnis paint scheme, #0760 hustled along the Shore Line with a three car Providence-Boston local in the late 1950s, replacing a DL109 unit.

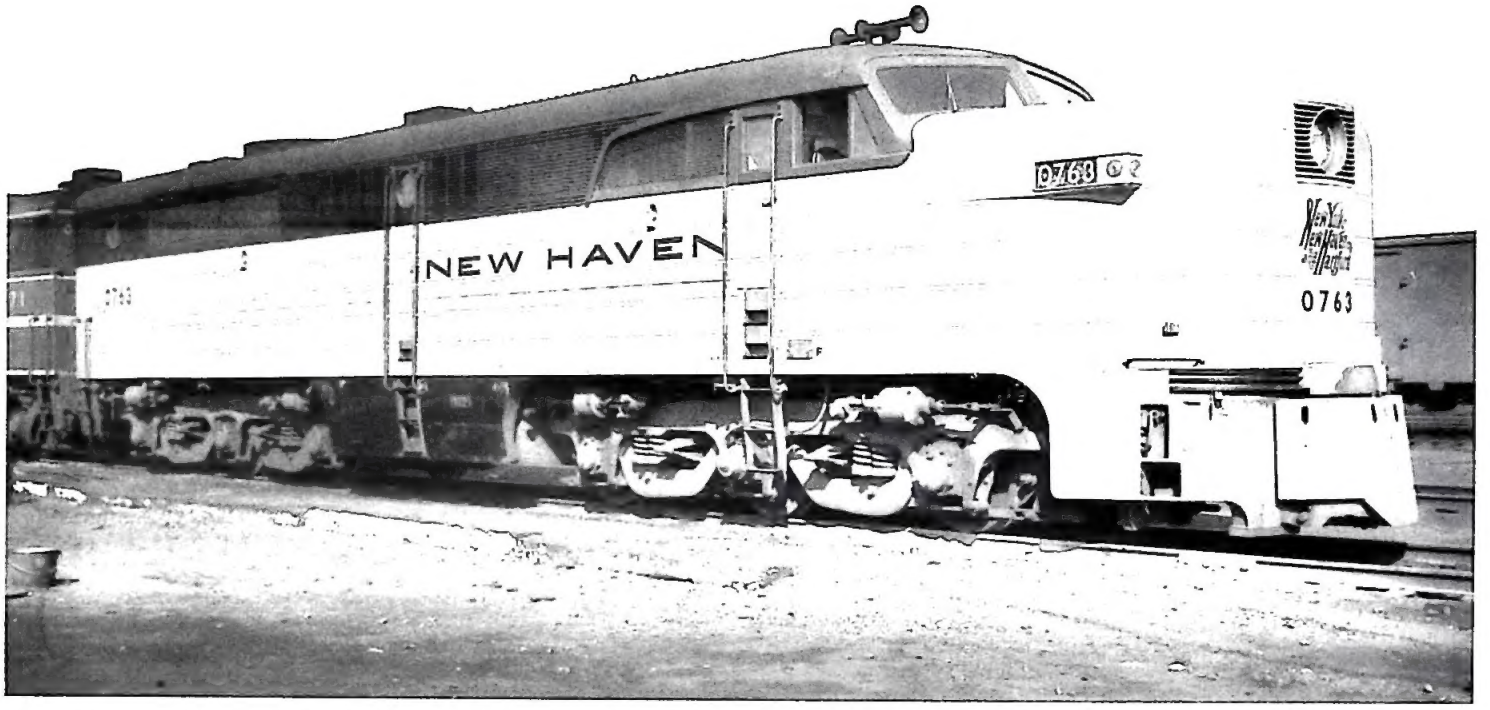
With the same three cars, #0760 returned to Providence along the three-track main line west of Attleboro during the late 1950s.

PA #0762 stopped at Old Saybrook on May 28, 1955, repainted in Pullman green with Dulux gold stripes. New Haven's first ten PAs, #0760-0769, were built under sales order SO 20301 in August and September 1948.

At Charles Street enginehouse in Providence, RI, #0762 plus one other PA waited in 1963, now painted in the simplified Alpert color scheme. Positive proof of #0762's steam generator still being active was the exhaust from the front steam

On another day in the mid-1950s, #0763 handled the Boston-Providence local with the middle coach a converted heavyweight parlor car. The fourth unit in New Haven's first order for PAs, #0763 was shipped from Alco on August 26, 1948.

In the late 1940s, #0763, painted in its warm orange color scheme, departed Boston with a Shore Line train. Semaphore signals controlled movement into and out of South Station.



Coupled to and MUed with #0771, #0763 was photographed at Boston in 1949. Its warm orange color scheme had silver gray pin stripes, New Haven's painting arrangement for cab units in 1947 when Alco delivered this unit.

Under the signal bridge near Tower #1 at South Station in Boston, #0764 plus one other PA waited for departure time with their Shore Line assignment in the late 1940s. PA #0764 was still painted in its "as delivered" warm orange with silver gray in stripes color scheme, shipped to the New Haven on the last day of August 1948.

PA units #0764 and 0765 powered Train #15, THE NEW YORKER, on its daily trip from Boston with eight cars. Photographed at Old Saybrook on May 29, 1949, the warm orange and silver gray striped units had stopped under the signal bridge. The front coupler pilot doors were closed as a safety factor at grade crossings to prevent any object from getting under the unit. (Ed Hermanns)

Train #13, THE 42ND STREET, stopped at Old Saybrook on June 22, 1957, with an eight car consist. PA units #0765 and 0776 were in charge, #0765 painted Pullman green with Dulux gold stripes and #0776 in the McGinnis era paint scheme. Two blasts on the signal line to the engineer and both 16-cylinder 244 diesel engines would roar into action as the engine crew continued their run. (Ed Hermanns)

While operating in freight service, #0765 plus one other PA worked during the early 1960s out of New Haven. Looking a little tired, #0765 had one piece of grill missing from the engine room door. (Martin Zak)

New Haven PA #0765 waited under the signal bridge at South Station in Late 1948 with a Shore Line train. The first ten Alco PAs, #0760-0769, had arrived from Alco earlier that year to modernize the road diesel passenger fleet on the Shore Line.

At Boston in the early 1950s, #0766 had been repainted to the Pullman green color scheme. Alco shipped #0766 to the New Haven on September 10, 1948, where it went right into Shore Line passenger service. This PA was sold to General Electric in January 1966 as trade in material toward a new General Electric U25 unit.

PA #0771 headed for Providence with a Shore Line train in the early 1950s.

New Haven PAs #0772 and 0773 departed South Station in late 1952 with THE SENATOR headed for Washington. These
Train #177 to New Haven on the train's total 230-mile trip to Washington, DC on the Pennsylvania

Alco cab units lined up at Boston, PAs #0773 and 0775 and DL109s #0735 and THE CRANBERRY #0722 in about 1953. The only type of passenger cab units missing in the photograph were the FM C-Liners.

A builder's photo of PA-1 #0773

Two one-year-old PAs arrived at New London, CT with a westbound Shore Line train on May 29, 1949. The beautiful #0774 and 0784, Alco's finest locomotives of that day, were painted in the Pullman green and Dulux gold paint scheme. PA #0774 was shipped new from Schenectady on February 17, 1949 and #0784 on March 22, both from New Haven's second order for these 2000hp cab units. (Ed Hermanns)

PA #0775 led a westbound Shore Line train along the two-track section of the right-of-way in Rhode Island. Leading the two unit consist, #0775 had been repainted into the McGinnis era color scheme with red on the bottom and white on the top, the

Heading towards New Haven, PA #0777 plus C-Liner#794 hauled THE SENATOR for its return trip to Pennsylvania during the mid-1950s. New Haven's 27 unit PA fleet and its 10 C-Liners worked well together on Shore Line assignments creating a 4400hp locomotive, ample power for most all Shore Line assignments.

New Haven PA #0778 plus one other roared through Sharon, MA station with a westbound Shore Line train in the early 1950s. Sharon was 18.5 miles from South Station, a station stop for Boston-Providence local trains, but not through trains. This Shore Line train carried a working RPO car, the first car in train.

At South Station in Boston, PAs #0778 and 0772 prepared to haul a Shore Line train to New Haven about a year after delivery, still shining in their Pullman green and Dulux gold color scheme. PA #0778 was shipped new from Alco on March 3, 1949, and 0772 on February 3, both members of NH's second group of PAs.

#0778 in the lead and a complete train consist of stainless clad post-war Pullman standard

Alco PA #0778 plus C-Liner #798 pulled out of South Station at 11:00 AM with THE SENATOR in 1952. The Budd Company that year assembled the stainless-steel cars for THE SENATOR and CONGRESSIONAL trains with the New Haven supplying the motive power for THE SENATOR, diesel units to New Haven, CT and electric "motors" to New York City.

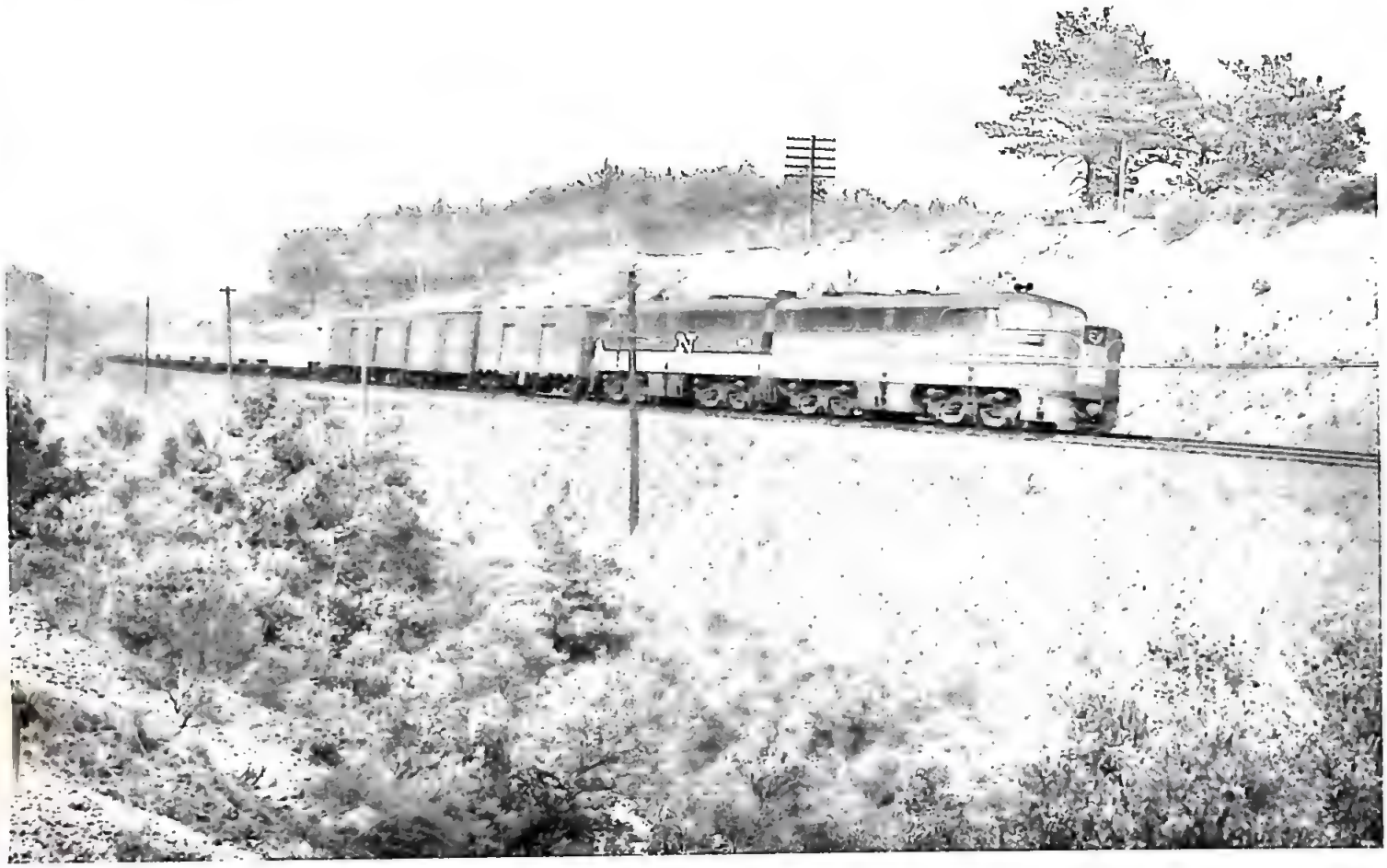
Along the Shore Line, #0778 in green plus another PA in McGinnis colors handled THE SENATOR on the Boston to New

With crossing flashers blinking, #0781 plus one other PA crossed the highway at Sharon Heights, MA making track speed for New Haven in the early 1950s. New Haven's fleet of twenty-seven PA units was only exceeded by the Santa Fe and Southern Pacific railroads. Those railroads had 2000hp Alco B-units as well as the A-units; the New Haven had no PB units.

#0781 plus a DL-109 unit powered THE SENATOR in this early 1950s scene passing through Clinton, CT,

Carrying flags for an extra move, PA#0781 passed Tower SS185 located between Back Bay and Roxbury. The westbound train was making a crossover move between two of the four main tracks.

With a westbound Shore Line train, the two PAs led by #0782 made light work of this six car train in the mid-1950s. Between September 1946 and June 1950, Alco assembled 170 PA-1 units for railroads in the United States, and the New Haven purchased twenty-seven.



In the McGinnis era, #0783 and 0785 tackled Sharon Hill with a westbound Shore Line train with #0783 still painted green and #0785 in the new McGinnis colors. Three baggage and mail/express cars handled all the head end traffic and the rest of the passenger cars were all post-war equipment.

The seven car Shore Line train hauled by #0753 plus one other had a mixture of equipment. Leading the passenger consist was a heavyweight diner followed by two post-war parlor cars and four coaches (two heavyweight and two "American

Waiting to be serviced with a DL109, #0783 was in the lineup at Dover Street in Boston in the early 1950s. Ahead of PA #0783 was DL109 #0711 plus another PA, and to the left new RS-3s, #527 and 524. Ahead, another PA in warm orange in "Alco city."

After leaving Back Bay station, single unit #0784 hauled a six car all lightweight equipped Shore Line train to Providence and beyond. To the right is the MTA station at Forest Hills.

Heavyweight parlor cars on the head end, #0784 raced westbound along the Shore Line in the early 1950s. Ties for the summer track program. Notice the closed coupler doors on #0784 for

The way we like to remember the New Haven's PAs, racing along the Shore Line route in coupled pairs handling 10 to 18 car passenger trains. New Haven #0786 plus one other powered a westbound train up Sharon hill in the mid-1950s.

PAs #0778 and 0779 made a station stop at New London, CT with an eastbound Shore Line train in the late 1950s. The

CLASS DER-4

CLASS	ROAD NO.	BUILDER	MODEL	DATE BUILT	NOTES
DER-4	790-791	FM	CPA24-5	12/49	1
DER-4	792-799	FM	CPA24-5	1/52	

1 - Built as FM demonstrators #4801 & 4802 in December 1949, modified and repainted for delivery to the NH in April 1951.

After the Erie-built units had been in production at General Electric's Erie, PA plant, a small group of FM engineers at Chicago designed an all new cab unit which would be built at FM's Beloit plant. It was a modular design approach with unitized sub-assemblies that could be put together. From a single carbody, the unit could house a 1600hp 8-cylinder or a 2000hp 10-cylinder or a 2400hp 12-cylinder opposed-piston diesel engine. Westinghouse supplied the main generator and traction motors. A drop equalizer truck was designed for a 4-wheel front truck and either 4-wheel or 6-wheel at the rear depending on the locomotive weight. The locomotive model ranged from a CFA16-4 (Consolidated Line A-unit, 1,600 horsepower, 4-axle) to a CPA24-5 (Consolidated Line A-unit, 2,400 horsepower, 5-axle). Also included were 1600hp, 2000hp and 2400hp B-units; however, the 2400hp B-unit was never built.

The first two C-Liners, #4801 and 4802, began testing on the Milwaukee Road in December 1949 painted in a dark green paint scheme. When they were released as demonstrators, these units were repainted in a two-tone green scheme, but retained their numbers 4801 and 4802. In July 1950, both 4801 and 4802 tested on the New Haven in single units and in pairs on the Shore Line.

Needing to complete dieselization of the Shore Line passenger service, the New Haven ordered ten CPA24-5 units in early 1951. In order to reduce costs and speed delivery, FM offered its two ex demonstrators as part of the order. The 2400hp CFA24-5 model had a 6-wheel rear truck (A-1-A) for weight distribution of the steam generator and water supply tank. After removal of the dynamic brakes and front coupler doors, #4801 and 4802 were repainted to New Haven's Pullman green with Dulux gold stripes and black trucks for delivery in April 1951. Now numbered #790 and 791, the units had 57:22 gear ratio for 107 MPH operation when delivered.

Production units #792-799 were built at Beloit in January 1952 having the same color scheme as the original two and also assigned a class DER-4. These units had no dynamic brakes and were built with a 60:19 gear ratio for 90 MPH operation, later changed to match the original two C-Liners. Besides operating in pairs, these C-Liners could MU with the Alco PAs and DL-109s. They were also used on the Springfield line as single units on shorter passenger trains. These last eight units were built after the Long Island's four CPA24-5 units (September 1951) and before NYC's eight CPA24-5 units (March and April 1952). Only twenty-two CPA24-5 units were built by FM. After delivery, some of the C-Liners received silver paint on the trucks in about 1953.

With the management change, the McGinnis color scheme was introduced in early 1955. Over the next four years, #790, 791, 793, 795, 798 and 799 were repainted into the red, white and black paint scheme, #793 being the last, painted in May 1959. MU air piping and electrical nose receptacles were installed on #791, 793, 794, 795, 797 and 798 with 794 and 797 still being in the green color scheme.

First of the FM cab units to be condemned on November 30, 1958, was #791 due to an opposed-piston engine failure and secondly, #796 was taken out of service a year later. With the arrival of the second group of FL9 units, the remaining FMs were removed from service one at a time. AFE 95952 retired all the remaining nine units on July 11, 1962, and they were soon sold to Brazos Engineering.

Passing tower 185 near Back Bay, CPA24-5 #790 plus a PA crossed over with their Shore Line train in the early 1950s. New Haven's first FM cab unit, #790, was originally built as FM demonstrator #4801 in December 1949, but not purchased by the NH until April 1951. These units often operated with PA units on Shore Line trains.

Ready to couple to its train, CPA24-5 #792 was at South Station in Boston shortly after delivery, #792 being the first of the eight FM production cab units built for the New Haven. Built in January 1952, it arrived about nine months after former

C-Liner #792 was at the Beloit, WI plant of Fairbanks-Morse in January 1952. Only three railroads in the US purchased this 2400 model cab unit, the New Haven with ten units, the Long Island with four units and the New York Central with eight units.

At South Station in Boston near Tower 1, #792 plus an Alco PA were ready to get back to their Shore Line train in 1952. Unit for the New Haven. It was also very unusual to find a photograph of a

Departing South Station with THE SENATOR in 1952, #794 and 791 rounded the curve en-route to Back Bay Station. The 4800hp produced by both units would be more than enough horsepower to keep this twelve-car Penn Station train on time to New Haven.

En-route to scrapping, New Haven #794 passed through Allentown, PA on July 28, 1962, coupled between two boxcars.

Without nose MU, #795 rested between runs at Boston in the mid-1950s. New Haven's CPA24-5 units came without coupler doors on the pilot making it easier to couple/uncouple from the first passenger car.

MUed with a PA, #796 moved through the yard at Boston in the early 1950s. Long Island, New York Central and New Haven all had their production CPA24-5 units built within a few months of each other between September 1951 and April

On another date in the early 1950s (possibly 1952), #797 & 0772 departed South Station for its diesel run to New Haven and then electric operation to Penn Station New York City for THE SENATOR. Mixtures of CPA24-5 and PA units were a daily occurrence for the New Haven in the early 1950s.

On February 23, 1954, New Haven #797 and 795 waited for their train to arrive at New Haven. The silver painted trucks on these two-year-old units were fading; however, the units were delivered with black trucks. The rear A-1-A supported the extra weight of the steam generator and water supply tank as well as the normal weight of locomotive equipment [illegible] tank.

EDER-5

CLASS	ROAD NO.	BUILDER	MODEL	DATE BUILT	NOTES
EDER-5	2000-2001	EMD	FL9	10/56	1
EDER-5	2002-2029	EMD	FL9	7-11/57	
EDER-5A	2030-2059	EMD	FL9	9-11/60	2

1. Demonstrators, transferred to NH ownership 8/1/57
2. 1800hp, no front end MU

New Haven's Pat McGinnis wanted a diesel locomotive that could run from Boston to New York City with no change in motive power at New Haven. EMD proposed a diesel-electric/electric locomotive based around its FP9 cab unit. This was not the first time the New Haven considered a dual-powered locomotive, but this was the first proposal by EMD. The Alpert administration followed with a contract for 60 such untried and to be developed locomotives.

By adding four feet to the FP9 carbody and developing a B-A1A wheel arrangement, the FL9 locomotive was designed. This new rear truck was of the Flexicoil type which allowed for third-rail shoe beams. When in electric operation, the normal eight-step throttle allowed for many step electric operation using resistor banks to control acceleration. Also in electric territory, the diesel engine could be remotely shut down or started and an electric heater kept the diesel engine warm for a quick startup. From the cab, the third rail shoes could be raised or lowered when using the third rail. Air compressors were driven by electric motors instead of being driven off the diesel engine crankshaft, a requirement for electric territory. Using the same 567C 16-cylinder diesel engine, two FL9 units were built in October 1956 for testing on the New Haven. After third rail electrical fires, both units returned to La Grange for modifications.

The Blomberg front trucks were exchanged for Flexicoil front trucks (4-wheel) with shoe beams which allowed four (two per side) locomotive third rail shoes. Many electrical changes were made in the third rail operation. Returned in July 1957, the units again tested, this time with EMD test B-unit #ET-909. Accepted on August 1, 1957, #2000 and 2001 were joined by the first production run of FL9 units #2002-2029 in the summer and fall of 1957.

The second group of FL9 units, #2030-2059, did not arrive until a loan guarantee was in place. EMD at La Grange built the second group of FL9s in September-November 1960. This group did not have front end MU, but were built with the new 567D1 diesel engine rated at 1800hp. These thirty units were assigned a class of EDER-5a vs. EDER-5 for the first thirty. They were also the last "F" units built by EMD.

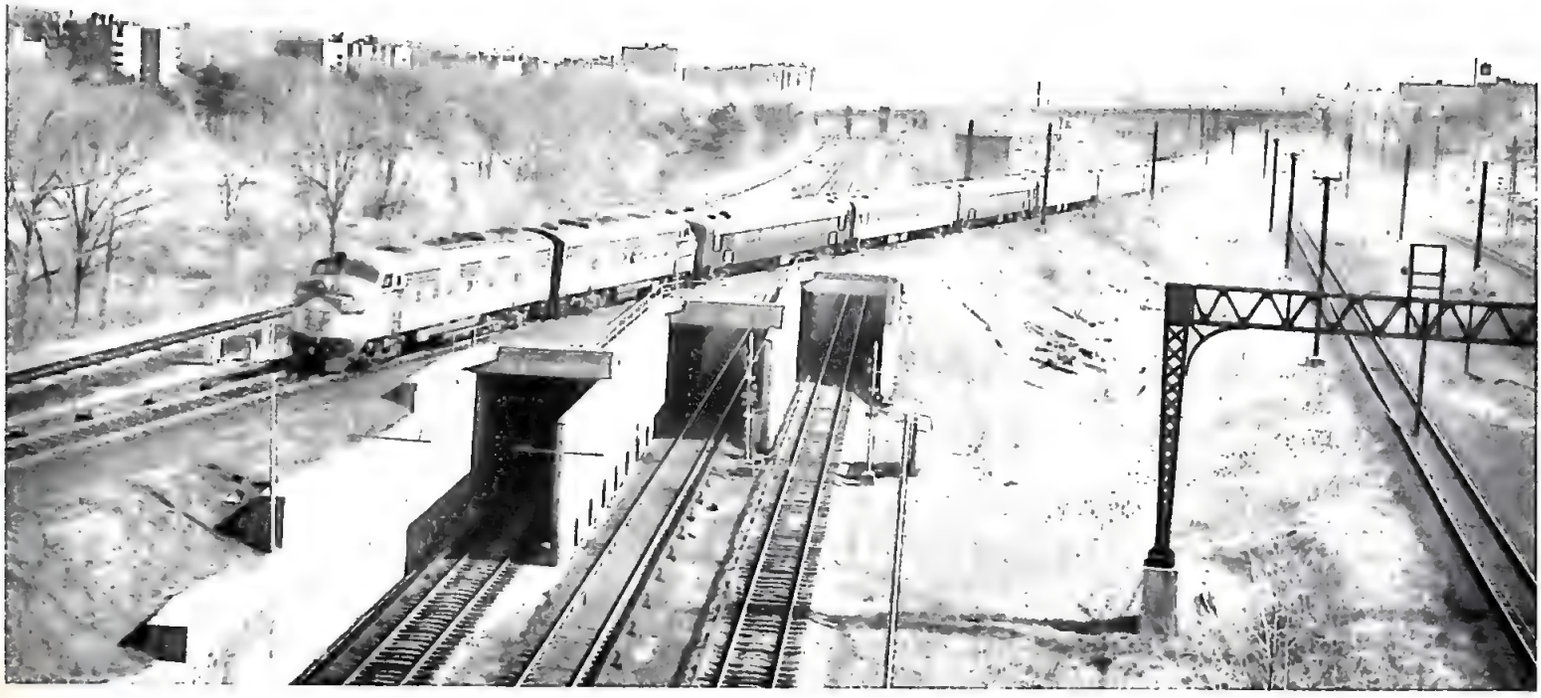
EMD #2001 were at North White Plains, NY on July 14, 1957, about 15 days

Between runs, FL9 #2004 was on "layover" at Springfield on March 9, 1969. The locomotive ownership had now been with Penn Central for the past two months but neither the lettering nor number had been changed, still indicating a New Haven unit. Note the poor condition of the bottom side body panels behind the door.

FL9 #2006 completed its station stop at Old Saybrook on June 23, 1968. In a little over six months, the unit would become part of Penn Central ownership and its number would become #5006 for the new carrier. Note the missing shoe beams as this unit could no longer operate into GCT. (Ed Hermanns)

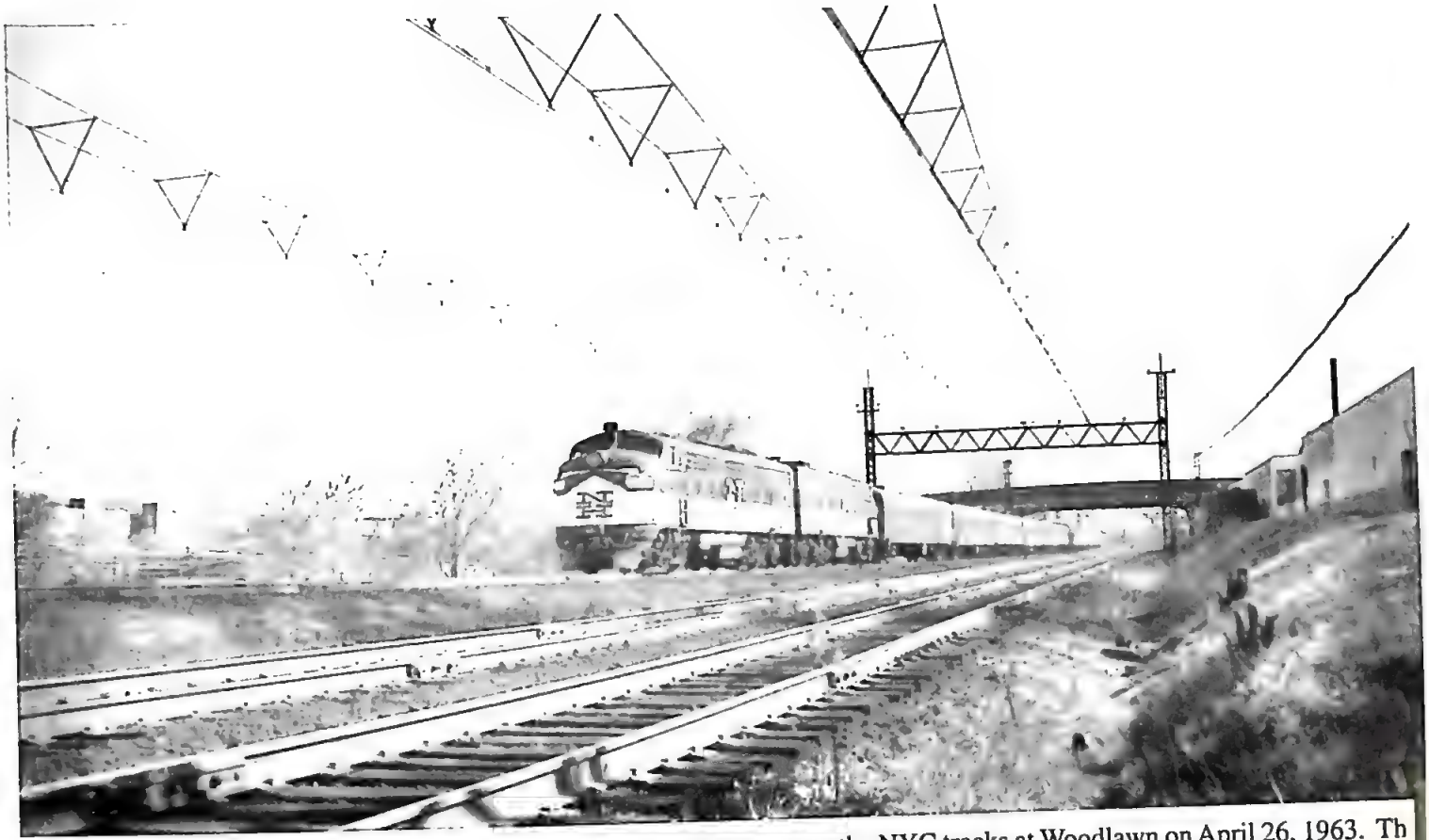
New Haven FL9 #2006 was at New Haven waiting on its train on January 20, 1969. For twenty days, #2006's ownership had been transferred to Penn Central, but the unit had not been renumbered.

At the Route 128 station in Dedham, MA, FL9 #2008 arrived with Train #27 on July 7, 1967. The twin FL9 units would handle the train all the way to Grand Central Terminal, the entire Shore Line route. By that date the FL9s had bumped all the PAs into retirement.



Leaving New Haven at 7:18 AM, #2012 and 2058 powered a commuter train that would arrive at Grand Central Terminal at 9:14 AM, running non-stop from Norwalk. On April 16, 1963, the train crossed over the New York Central nearing Woodlawn, NY. FL9 #2012 was from the first group of FL9s and #2058 the second group.

On April 1, 1969, #2013 was waiting at Springfield for the return trip to New Haven. On the roof line in back of the cab was the dynamic brake cooling fan. Units #2000-2029 were equipped with this dynamic brake feature.



New Haven FL9 units #2014 and 2024 were ramping up to cross over the NYC tracks at Woodlawn on April 26, 1963. Th was one of the morning trains to GCT, as FL9s had taken over many runs from the older "motors."

A westbound Shore Line train with FL9 #2015 in the lead passed the crossing at New London in 1963. The gates were down protecting the highway crossing, and the crossing shanty was still in use.

A westbound Shore Line train with #2018 providing the motive power stopped at Kingston Station on April 13, 1968. To the right, Narragansett Pier Railroad 65-ton Vulcan #40 was collecting freight cars from the New Haven interchange. This short line ran eight miles from Kingston to Narragansett Pier, but its connecting passenger service had ended in 1952. Even with a defect on the negative, the picture was included for this interesting junction.

Providing the motive powers for Train #17, THE MAYFLOWER, FL9s #2022 and 2039 stopped at Old Saybrook on June 23, 1968. By that date, Train #17 was only five cars, one baggage car and four coaches. Leading FL9 #2022 had passed its tenth birthday and showed its age through its fading paint and lack of N over H logo on the nose. (Ed Hermanns)

On the layover tracks at Springfield on September 25, 1967, #2024 waited for its return trip to New Haven. Mounted over the front windshield was a Hancock air whistle. Under the cab steps was the left #1 shoe beam for operation in third rail territory.

A side view of #2032 at Springfield on March 14, 1969, reveals the longer length of an FL9. The coupled length of an F7 was 50-feet 8-inches, an FP7/FP9 was 54-feet 8-inches, and the FL9 58-feet 8-inches, by far EMD's longest F unit. However, in comparison to an E8 they were short, as the coupled length of an E-8 was 70-feet 3-inches.

A westbound Shore Line train with #2018 providing the motive power stopped at Kingston Station on April 13, 1968. To the right, Narragansett Pier Railroad 65-ton Vulcan #40 was collecting freight cars from the New Haven interchange. This short line ran eight miles from Kingston to Narragansett Pier, but its connecting passenger service had ended in 1952. Even with a defect on the negative, the picture was included for this interesting junction.

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In New York Central's North White Plains yard, FL9 units 2033 and 2032 were coupled to a NYC commuter coach on July 20, 1965. Units 2033's third rail shoes were in contact with NYC's under running third rail while making a few test runs on the Central. (Ed Hermanns)

Less than a year after delivery, June 26, 1961, FL9 #2034 waited at Boston for a second unit. New Haven FL9 units #2030-2059 came with 567D1 diesel engines making them 1800hp units vs. 1750hp for the first thirty. As delivered, the second group didn't have nose MU connections to make three or four unit consists.

As the New Haven inbound train to Grand Central Terminal crossed over three of the NYC tracks, an NYC MU train moved toward GCT on the fourth track. Locomotives #2036 and 2039 powered the train for an 8:38 arrival at GCT on April 16, 1963. Note all the NYC tracks were equipped for third rail operation.

Not making a station stop, westbound train #171 sped through Old Saybrook on June 23, 1968. Led by #2038, three FL9 units were in charge of the Boston to Washington train "THE COLONIAL" with nine cars as far as New Haven and the power change to an electric locomotive. (Ed Hermanns)

Two more FL9s, #2039 and 2022, stopped at Old Saybrook on June 22, 1968. Painting on the newer lead unit #2039 looked better than the faded N over H on the trailing #2022. The only FL9 that returned to EMD for rebuilding before the Penn Central merger was #2007 in 1966 due to fire damage. (Ed Hermanns)

Class EDER-5 #2040 stopped at Springfield on April 15, 1969. By that date, the FL9 units were covering most all Springfield line trains, the occasional exception being a passenger equipped GP9 road switcher.

After the catenary wire was removed from the Danbury branch, FL9 units took over the passenger assignments. FL9 #2043 was at Danbury on July 10, 1966, parked with its "American Flyer" coaches. Operating as a single unit, #2043 would handle its train all the way to Grand Central Terminal.

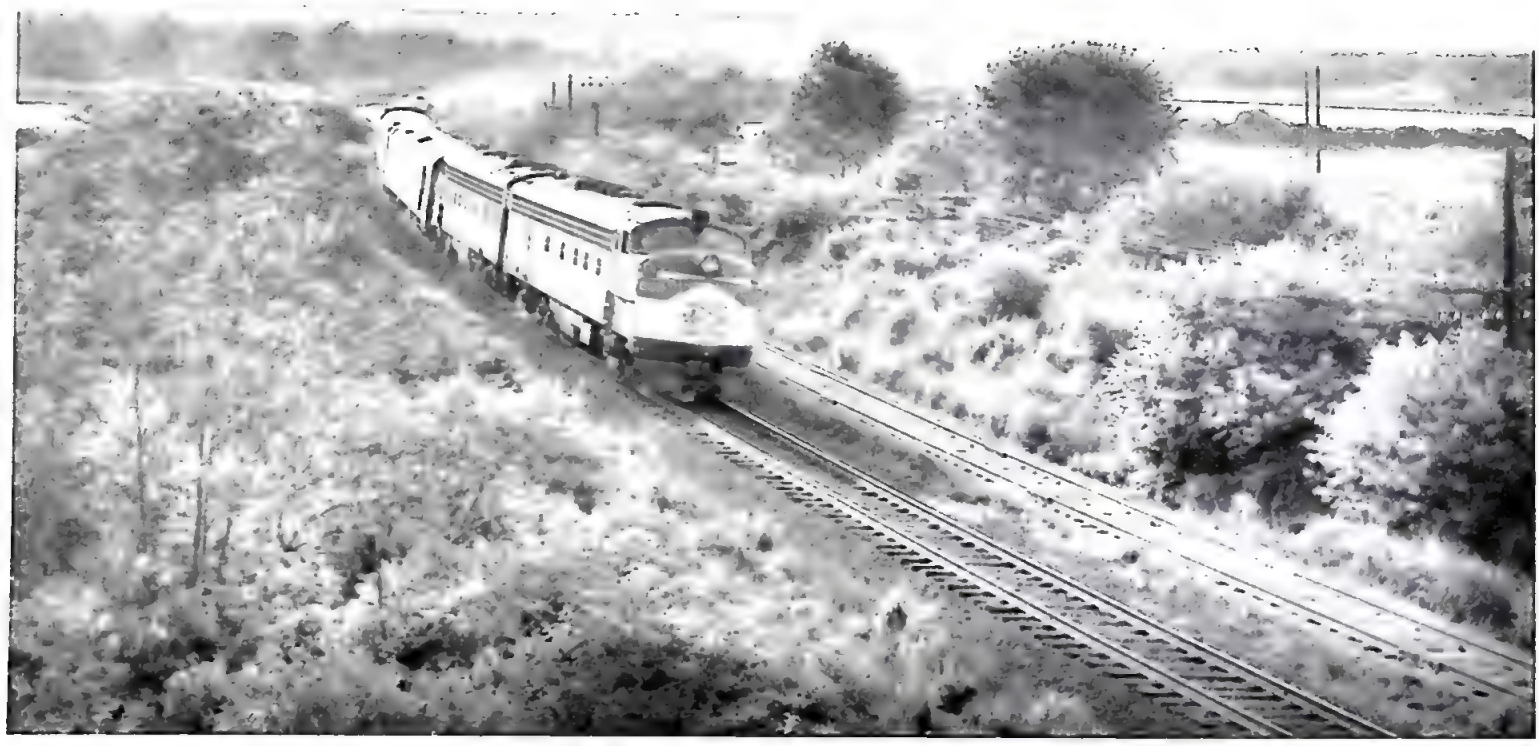
Leaving Norwalk at 7:49 AM, #2044 and train ran non-stop from Stamford, arriving at 8:56 AM at GCT on April 16, 1963. Hopefully that was only a brush fire along the right-of-way as #2044 and train crossed over at Woodlawn.

On September 28, 1967, #2045 was the motive power at the Danbury station. These units would run all the way to Woodlawn, NY before switching to third rail power on their run to Grand Central Terminal; thus the FL9 used its 567D1 diesel engine to provide the motive power for most of the trip.

Between runs, FL9 #2046 laid over at Springfield on August 12, 1967, spotted near an Alco switcher. By this date, single unit FL9s could handle most of New Haven assignments to Springfield. Being in the last group of FL9s, #2046 did not come from EMD with nose MU connections.

With a six car Shore Line train, FL9 #2047 approached the platform of Sharon station during the late 1960s. With shorter trains, some units now operated as single units on Shore Line runs as the New Haven approached the Penn Central era.

Westbound Train #29, THE GILT EDGE, made its daily station stop at Old Saybrook on June 22, 1968. On that date, FL9s #2049 and 2002 handled the six car train all the way from Boston to New Haven and possibly on to New York City with additional cars added at New Haven. Today, Old Saybrook would be "under the wire," no need for diesel passenger units from Boston to New York City. (Ed Hermanns)



Rounding a curve on the Shore Line apparently east of Stonington, FL9 #2050 operated through the coastal area of Connecticut with its Boston to New Haven westbound assignment. The seven car train had only one heavyweight car among the post-war fleet with the parlor car at the head end.

An engineer's side view of #2051 displayed the third rail shoe beams mounted between the number 1 and 2 axles and 3 and 4 axles for third rail pickup after Woodlawn, NY. Mounted between the two windshields was the Hancock air whistle due to close clearances on the New Haven. Parked next to a B&M RS-3, #2051 was at Springfield on May 31, 1969, about 6 months after the Penn Central merger.

Rounding a curve on the double track Shore Line, #2052 passed under a highway bridge in the late 1960s. The fireman in the cab of #2052 gave a friendly wave to the photographer as the train passed at track speed. One parlor car and diner brought up the head end of the passenger train consist.

New Haven FL9 #2053 plus one other was at Pittsfield, MA on April 9, 1967. One of the last cab units built for any railroad in the US, #2053 arrived on the New Haven in November 1960 at the very end of "F" unit production at La Grange, which had started back in 1939.

FL9 #2054 slowed for the station stop at Old Saybrook on June 23, 1968, with Train #12, THE BAY STATE, for Boston. The five-car train with post-war equipment had a parlor, a diner and three coaches for the New Haven to Boston part of its daily Shore Line trip. (Ed Hermanns)

At the east end of Motor Storage pit in New Haven on July 4th of 1965, #2055 and 2025 idled between assignments. Inside, #2055 has a 16-cylinder 567D1 diesel engine rated at 1800hp and #2025 a 16-cylinder 567C diesel engine rated at 1750hp. Ed Hermanns)

FL9 #2058 stopped at Old Saybrook on June 22, 1968, with the six car Train #20, THE PURITAN. The unusual consist hac a six-wheel truck New Haven baggage car on the head end and a PRR B60B baggage car at the rear. On the nose of #2058 the N over H logo was fading away due to many carbody washings of the unit. (Ed Hermanns)

Stopped at Union Station in Providence, #2059 was making a westbound trip to New Haven. In the background was "College Hill" in Providence with Brown University and RI School of Design. Unit #2059 had a claim to fame for being the last EMD "F" unit assembled after a production of over 4,400 "F" A-units between 1939 and 1960 at La Grange, IL.

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